



# **King Street Complete Streets Project**

**Community Meeting #3  
April 21, 2016**

# Meeting Activities

- Housekeeping – Sign-In, Email List, Comments Forms
- Staff Presentation
- Questions and Comments
- Voting Exercise
- Next Steps

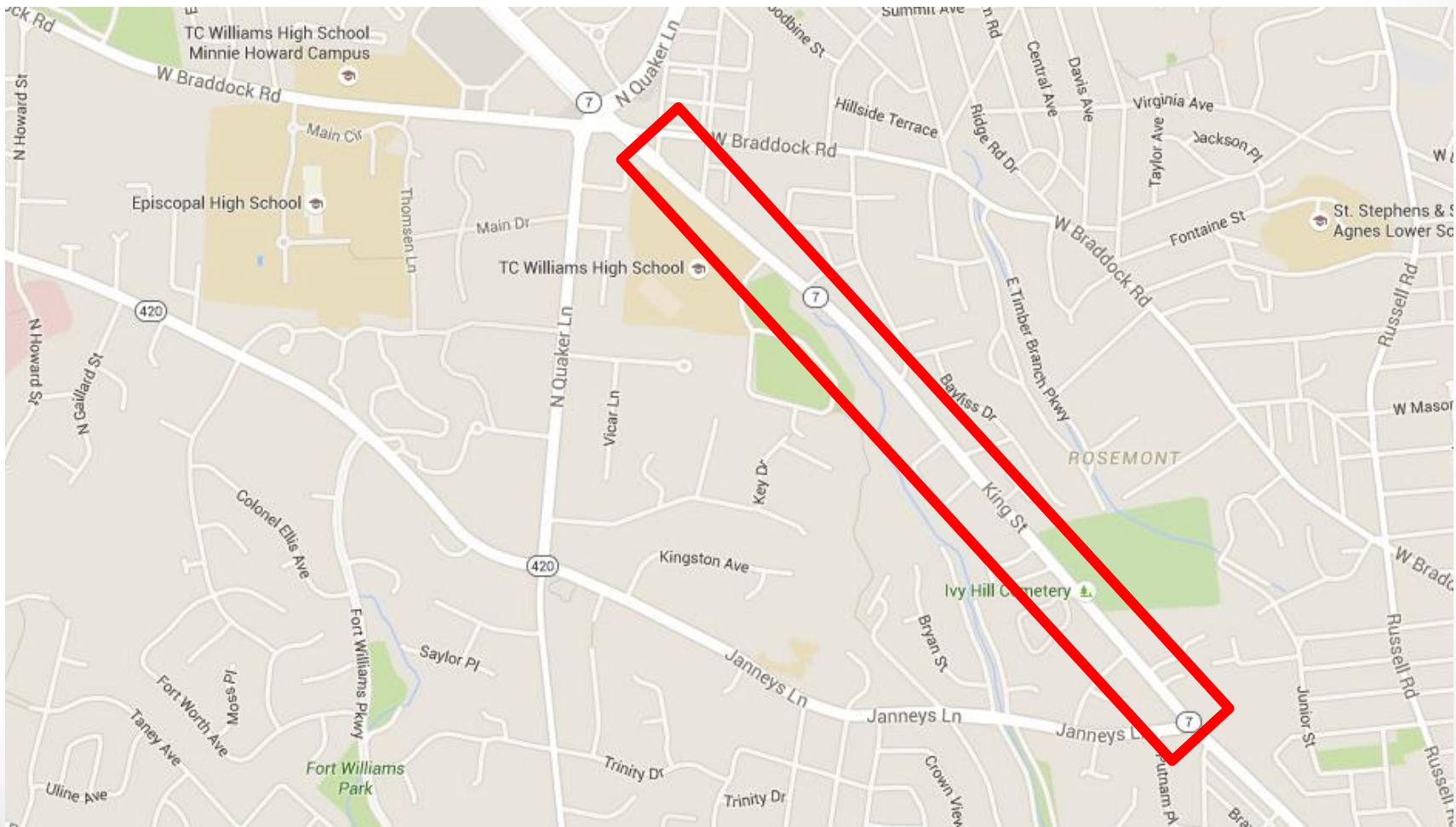
# Project Overview

- King Street resurfacing this summer
- Complete Streets Policy
- Tonight: Gain feedback on recommended design option

## Project Goals

- Provide facilities for people who walk, bike, ride transit or drive cars
- Improve the safety and convenience for all street users
- Implement City Council adopted plans and policies

# Project Limits: Radford St. to Janney's Ln.

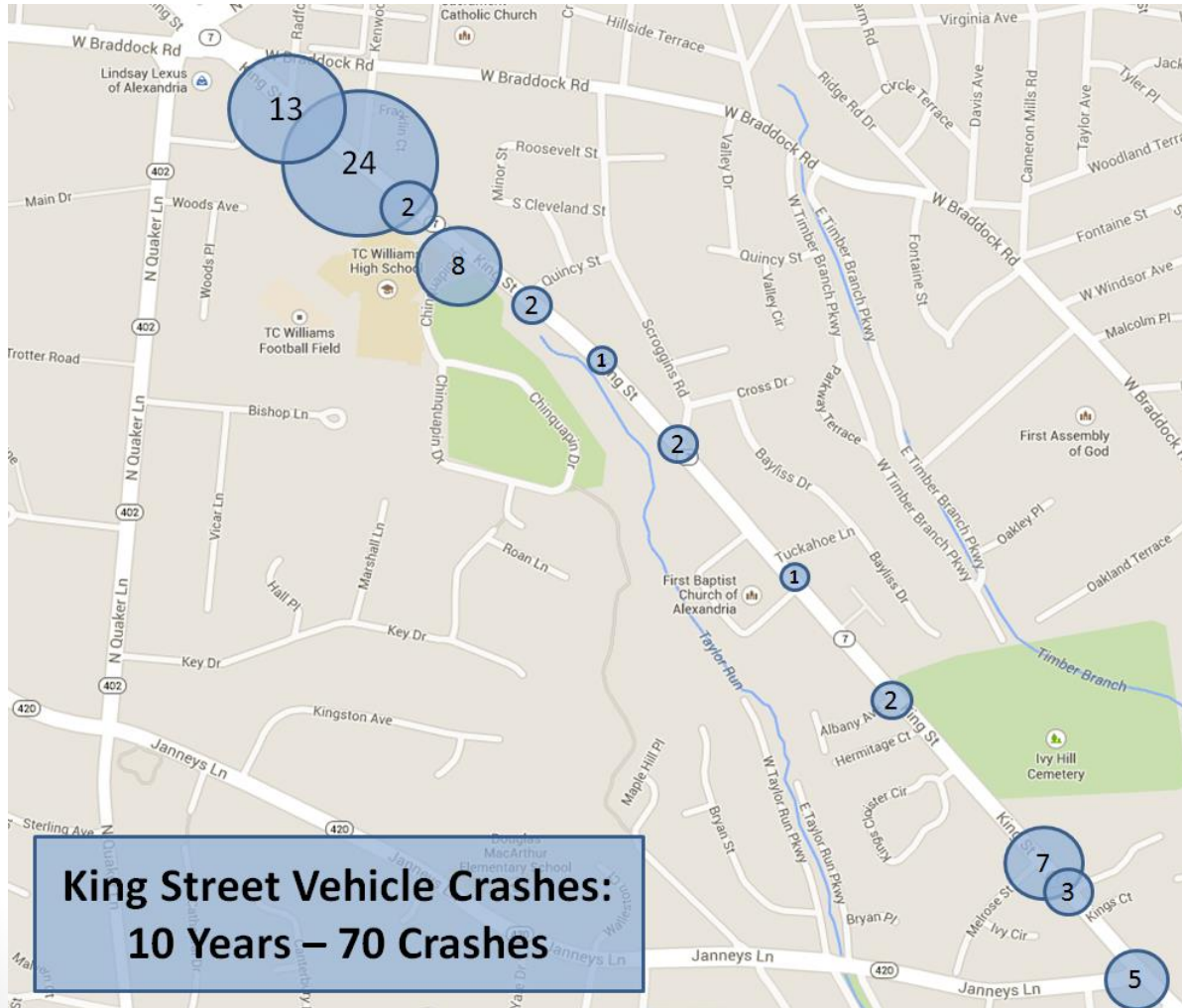




# King Street Existing Conditions



# Data Collection



**\*No bicycle or pedestrian crashes reported**

- Average 85<sup>th</sup> percentile speeds:  
35mph=42  
25mph=33
- AM Peak  
~750vph
- PM Peak  
~650vph
- Traffic Study

# Public Outreach Process

- November 17, 2015 – Public Meeting #1
  - Received feedback on issues/concerns
- January 15, 2016 – Meeting with TC Williams PTA
- February 11, 2016 – Public Meeting #2
  - Presented 3 options – feedback
- February 12<sup>th</sup> – 29<sup>th</sup> – AlexEngage Poll Open
- February 15, 2016 – Alexandria BPAC Meeting
- February 23, 2016 – Meeting with Melrose Area residents
- March 8, 2016 – Meeting with Kings Cloister Area Residents
- March 16, 2016 – Transportation Commission Update
- March 28, 2016 – Traffic and Parking Board Update
- April 11, 2016 – North Ridge & Taylor Run Citizens Associations



# Summary - What we heard

## What We Heard – main themes

Difficult to cross King Street

Pedestrian safety concerns near school

Vehicle speeds along King Street are high

Street crossings are long

Not enough time to cross at lights

Maintain travel times

Unsafe for people who bike

Difficult to access bus stops

Improvements needed at intersections

Need to change character of the roadway

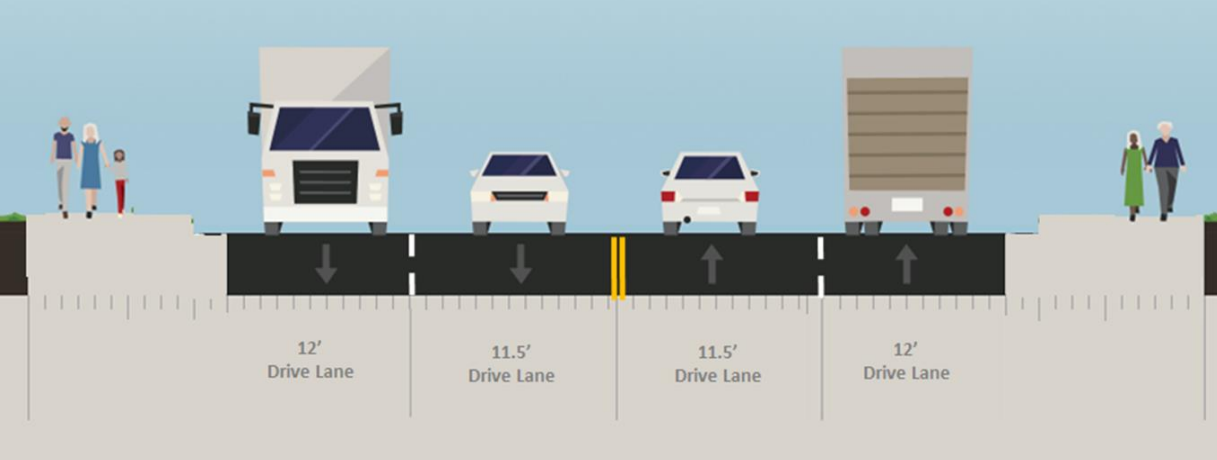
King Street Community Comments

Comments
1 Install protected bike lanes
2 Install green bike lanes at T-intersections
3 Add Bikeshare station between King Street Metro and TC Williams
4 Connect bike network to side streets
5 Lower speed limits to 25mph
6 Maintain speed limit on King (single speed)
7 Redesign the intersection at Scroggins Rd
8 Scroggins a problem for cyclists due to uphill/vehicle blind spot
9 Improve streetscape and provide shade for pedestrian at TC Williams where trees don't grow
10 Provide planting strip at Church and Lexus dealership
11 Add bike lanes
12 Utility poles inhibit pedestrians in front of Ivy Hill Cemetery
13 Need sidewalk buffer/planting strip in front of Ivy Hill Cemetery
14 Overall speed on King is too fast for cycling
15 Provide road diet with two travel lanes, left turn lanes and bike lanes (or buffered bike lanes)
16 Reduce speed to make Scroggins more accessible
17 Aggressive driving in right turn lane of Janney's from King
18 Install more crosswalks
19 Focus less on bikes and more on encouraging public transit
20 Need barriers to prevent cars from going into the bike lanes (turning right from Janneys onto King)
21 Left turn onto King from West View is very hard due to traffic volumes
22 Add bike lanes to narrow King and provide calming/lower speeds
23 Consider pedestrian island at Scroggins and King
24 Traffic and bicycle safety concerns on King from Janneys to TC Williams
25 Add protected bike lanes
26 Lights needed for pedestrian safety at scroggins
27 Consider road diet
28 Extend curbs at Scroggins to reduce vehicle speeds
29 Install pedestrian refuge islands
30 Address general landscape concerns
31 Install speed indicator signs
32 Preserve/expand green space
33 Focus on EB King Street (near TC Williams) where this is poor biking conditions due to low visibility and hills
34 Consider parent drop-off/pick-up access at TC Williams
35 Install all walk phase at Kenwood and King
36 Install curb extensions at Kenwood and King
37 Improve circulation on Chiquapin Dr
38 Install a speed triggered light
39 Provide left only and through & right lanes on Kenwood
40 Consider increase in traffic volume from Woodbine/Memory Care development
41 Install more traffic lights along King
42 Provide "All Walk" phase at Kenwood and King and at Kenwood and Braddock
43 Provide median on King St
44 Add more greenscape and buffer for sidewalks
45 Reduce speed to make it easier to access and exit driveway safely
46 Consider cut-through traffic on Scroggins if speeds are reduced on King
47 Consider impact on driveway access if there are bike lanes on King
48 Evaluate left turn signals near TC Williams
49 Installed Flashing SCHOOL SPEED sign on King Street
50 Control traffic volumes

\*Over 250 comments regarding this project submitted



## Option 1 Complete Street Maintenance



## Option 2 Pedestrian & Accessibility Intersection Enhancements

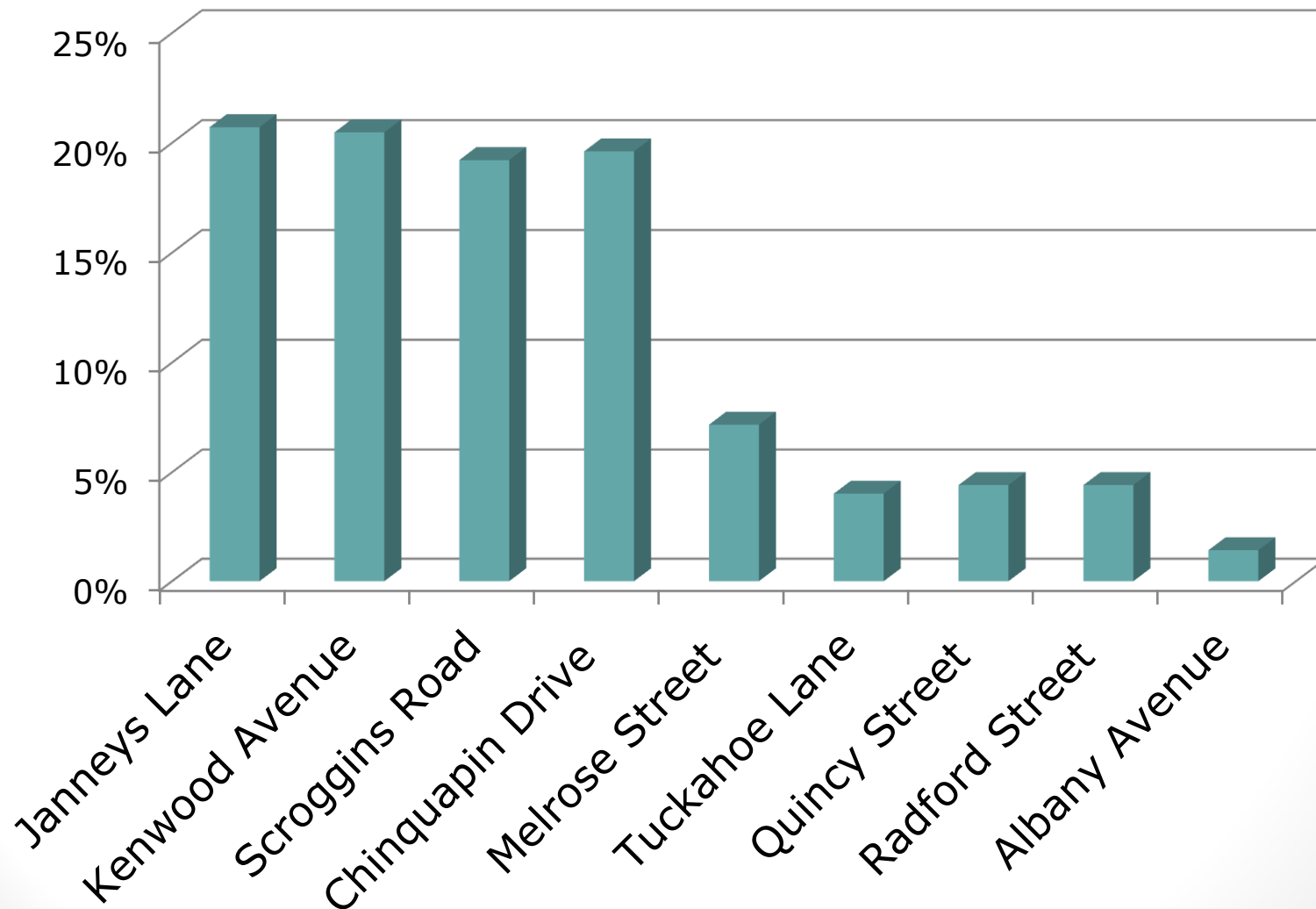


## Option 3 Complete Street Corridor Improvements



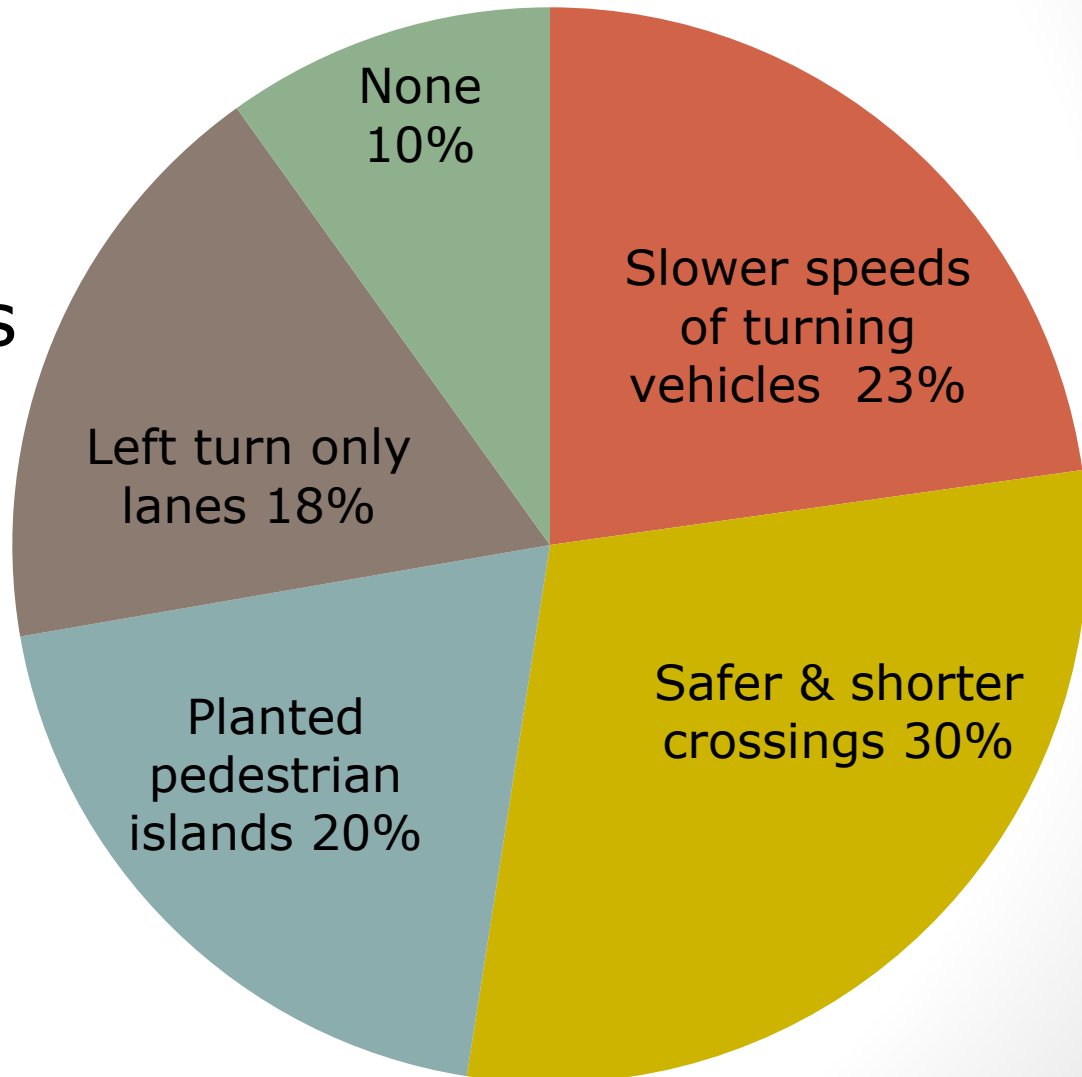
# AlexEngage Results

- What intersections are in need of the most improvements?



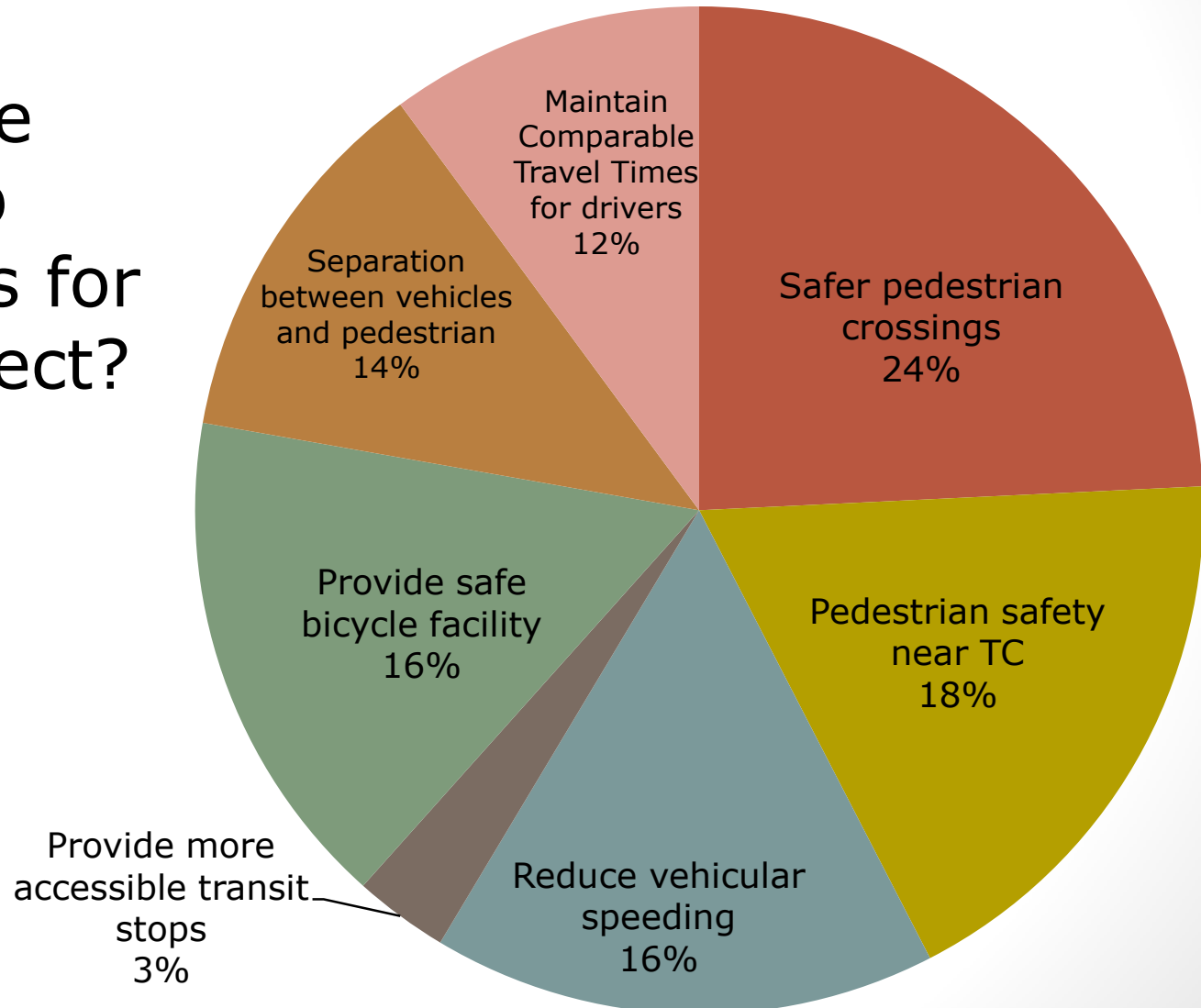
# AlexEngage Results

- Which intersection safety improvements are most important to you?



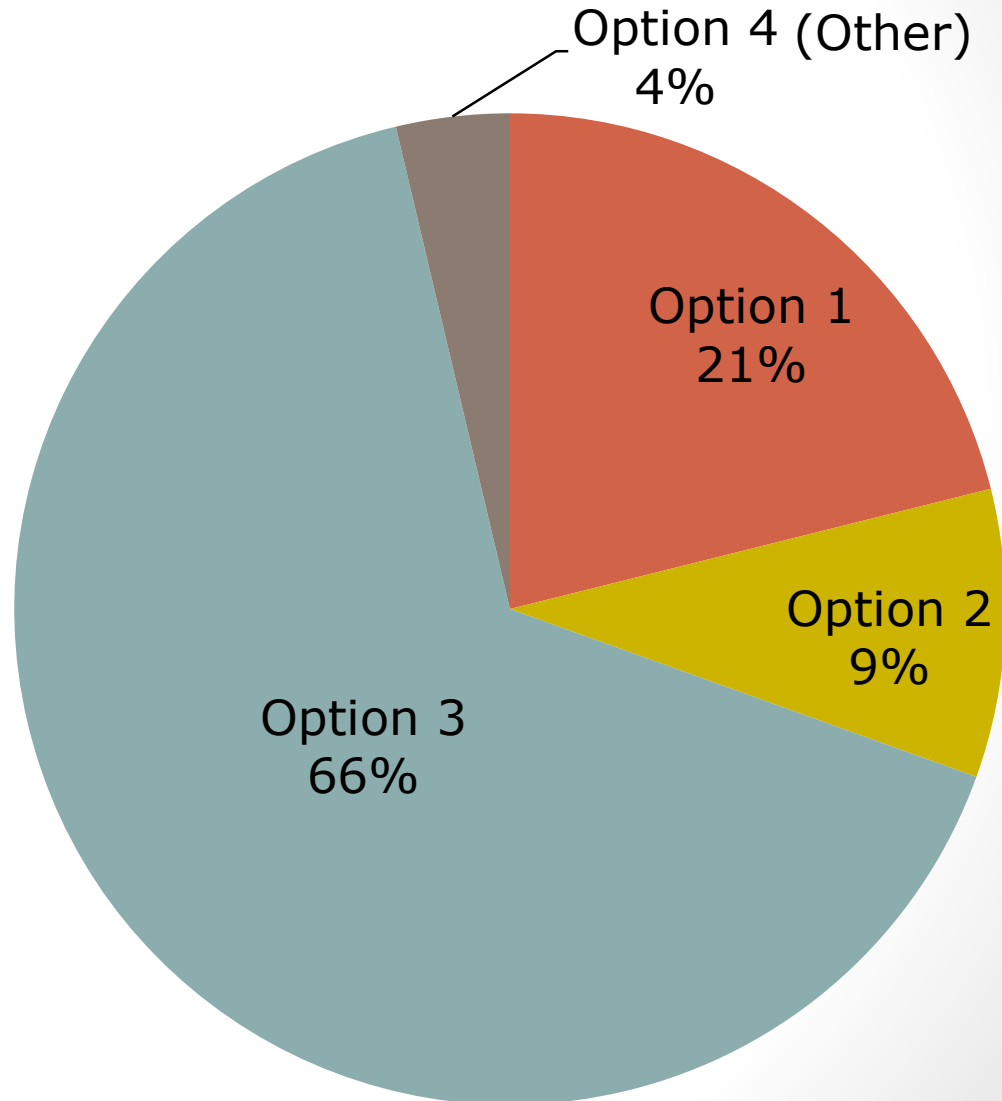
# AlexEngage Results

- What are your top priorities for the project?



# AlexEngage Results

- 760 people responded to survey
- 200 people who live “in area” responded
- 215 additional comments

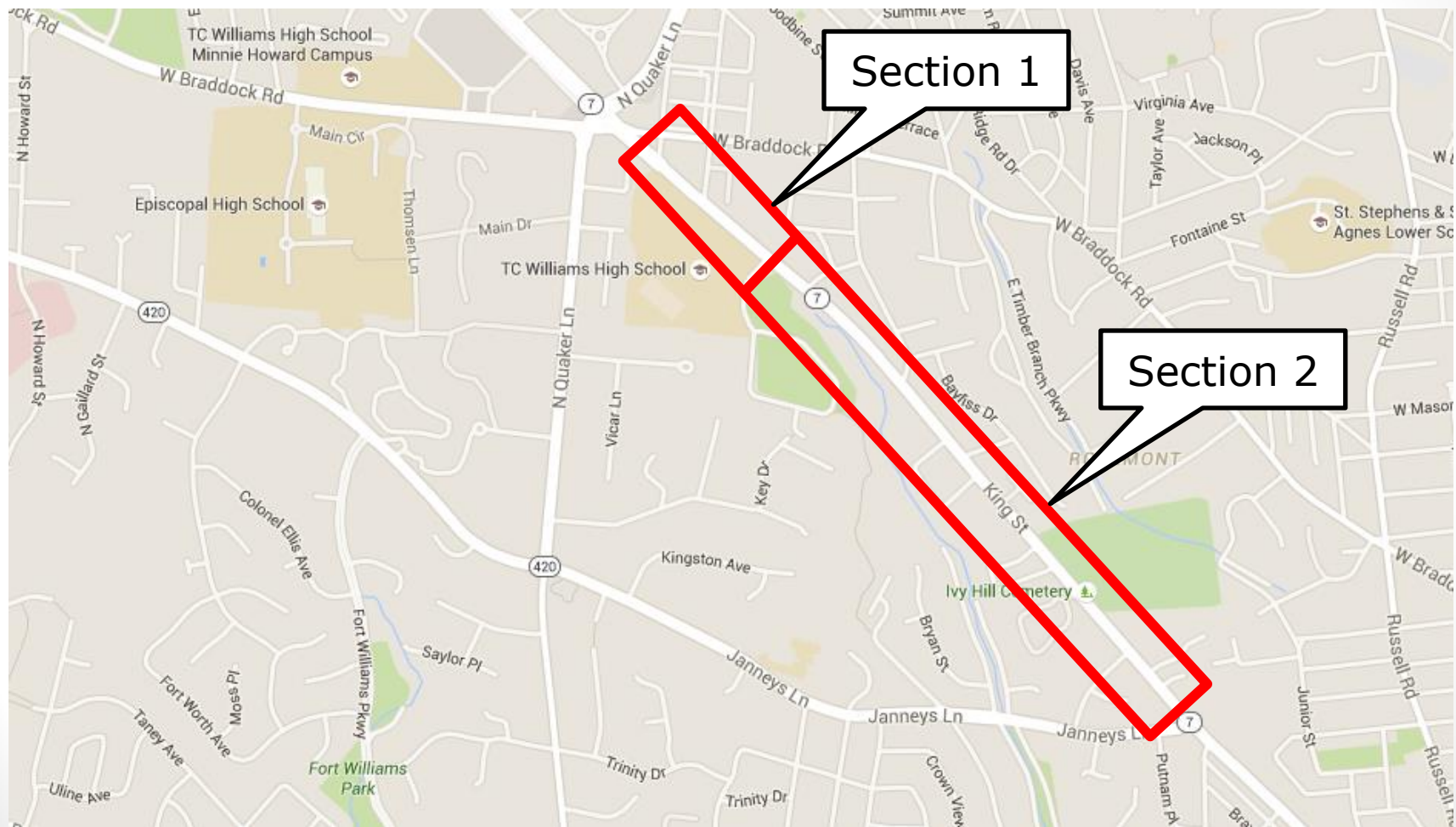




# Staff Proposes Complete Street Design Option 3

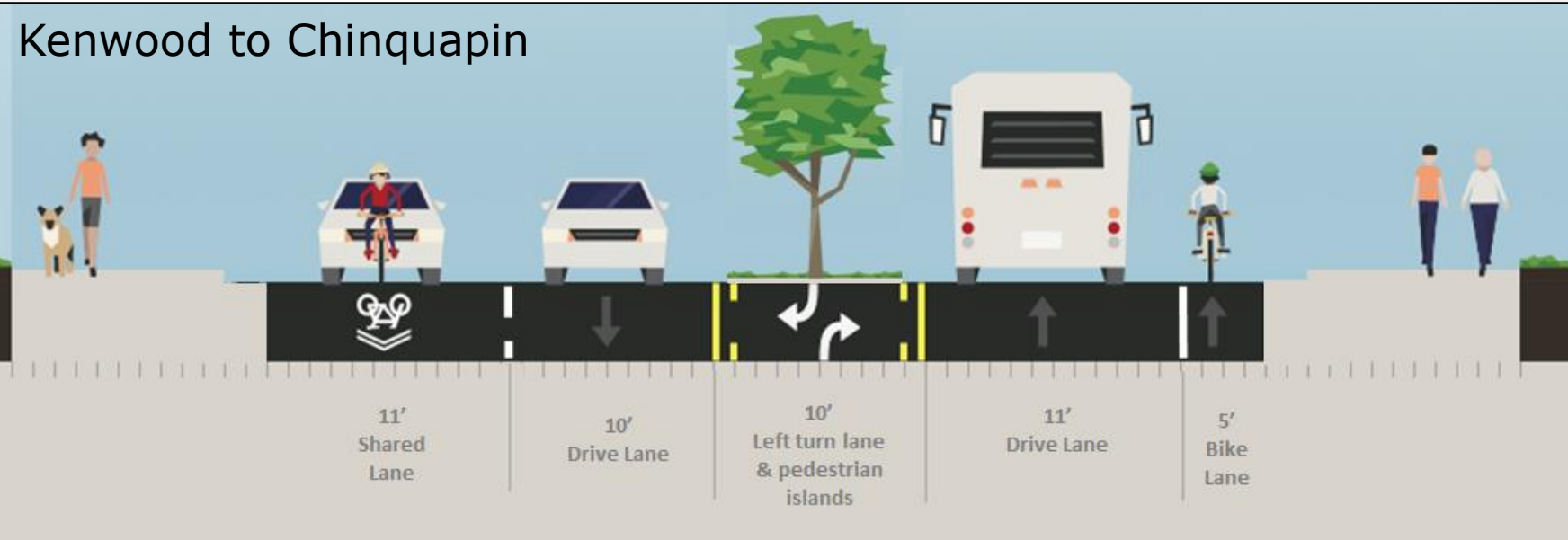
- Staff proposes to move forward with the design elements presented in **Option 3 – Complete Street Design** because:
  - Meets all of the project goals
    - Space on the street for all roadway users
    - Provides the most safety benefits
    - Addresses City Council adopted plans
  - Community input largely supports this option
  - Design provides the most safety benefits for the community

# Project Limits: Radford St. to Janney's Ln.



# Complete Street Design: Complete Street Corridor

Kenwood to Chinquapin



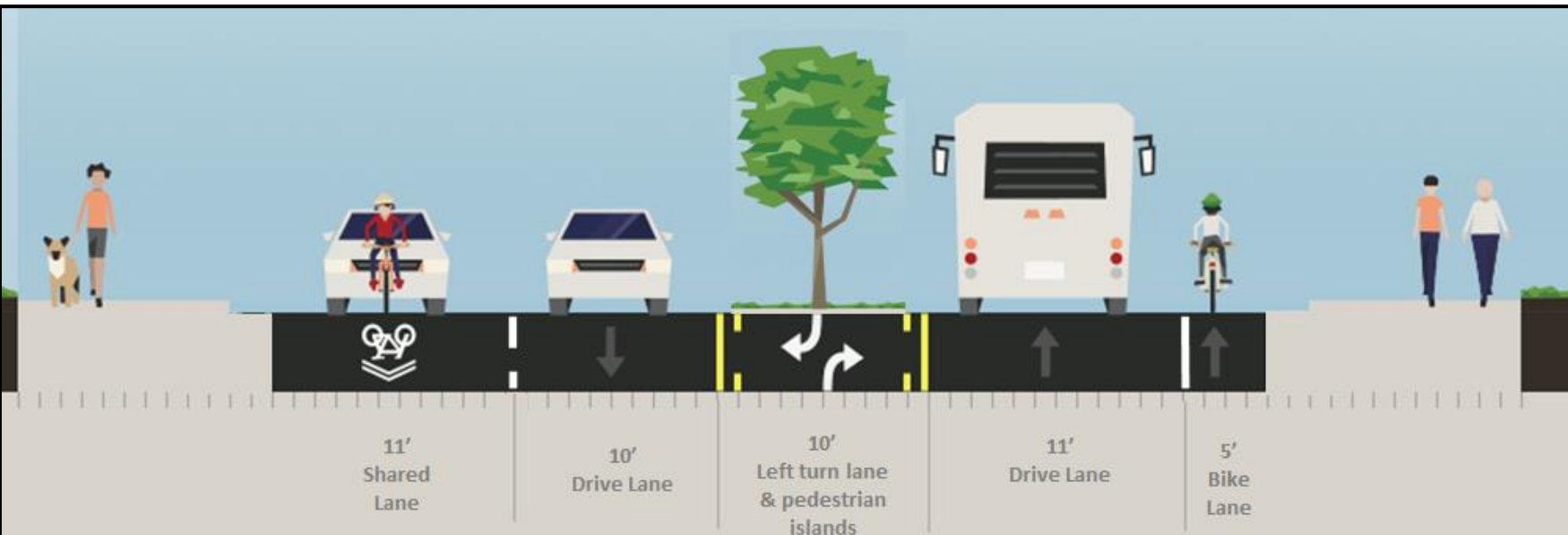
Chinquapin to Janneys



# Complete Street Design: Considerations

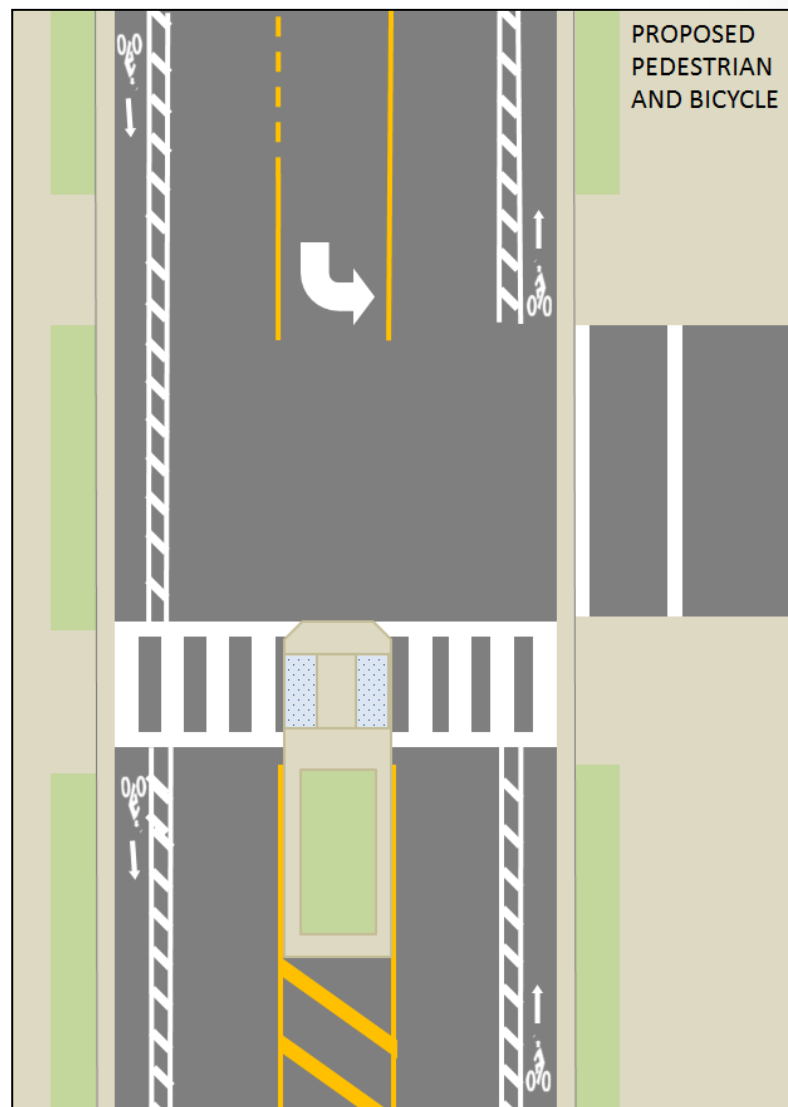
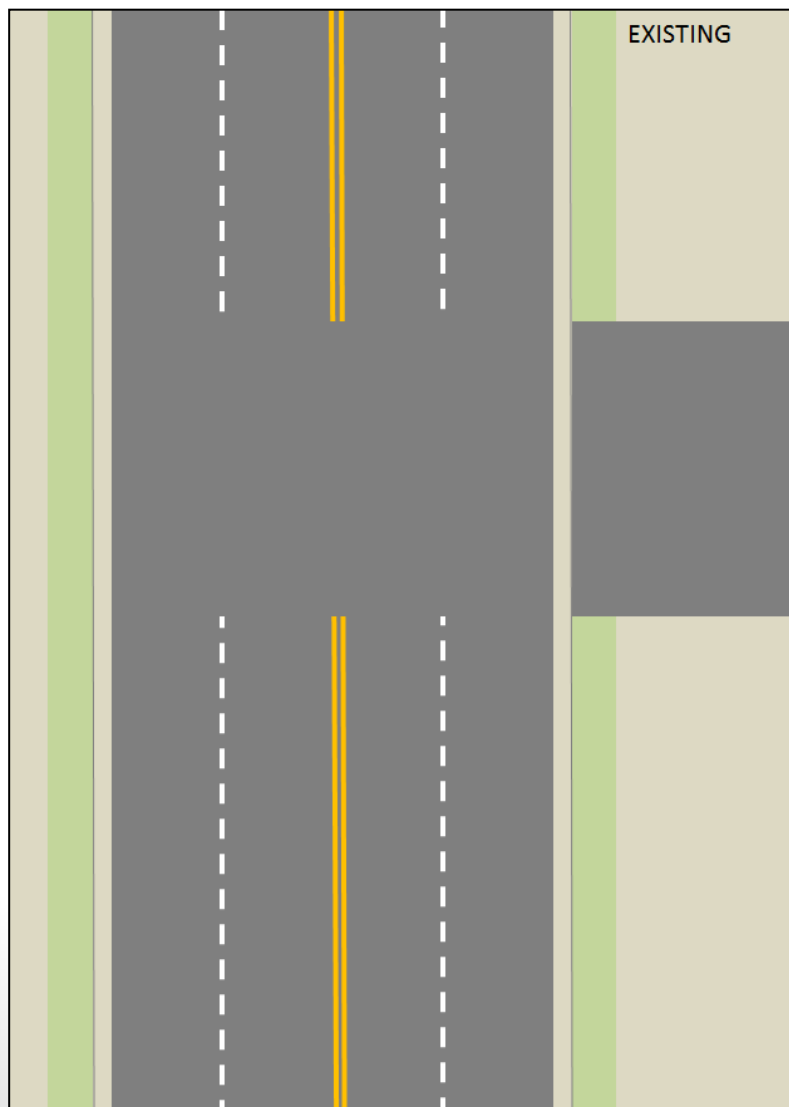


- Eastbound travel time increases by 7s in the AM peak (3s in PM peak)
- Westbound travel time increases by 13s in AM peak (11s in PM peak)
- Provides separation between vehicles and sidewalk
- Provides designated space on street for all users for most of corridor
- Changes character of the corridor
- Provides major pedestrian improvements at Kenwood Avenue for increased safety at school



# Typical Intersection – Option 3

## Albany, Tuckahoe & Quincy





# Complete Street Design Corridor Concept

**Existing**



**Complete Street  
Option**



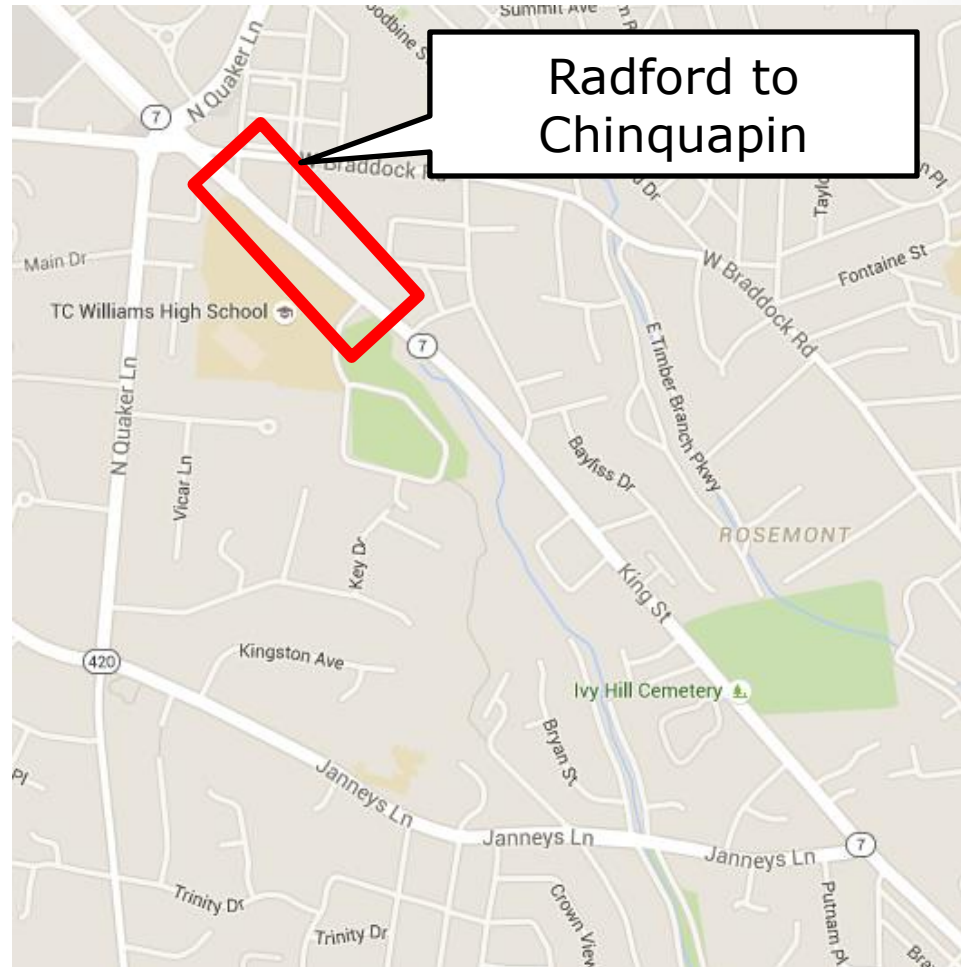


What  
could it  
look  
like?



# Detailed Street Section – Radford to Chinquapin

- 2 Eastbound Lanes
- 1 Westbound Lane with bike lane
- Westbound left turn lanes into TC at Kenwood and Chinquapin





# Two pedestrian refuge islands at Kenwood





- New lane designation at Kenwood and Chinquapin
- Ban left EXCEPT buses onto Kenwood
- Improved signal timing



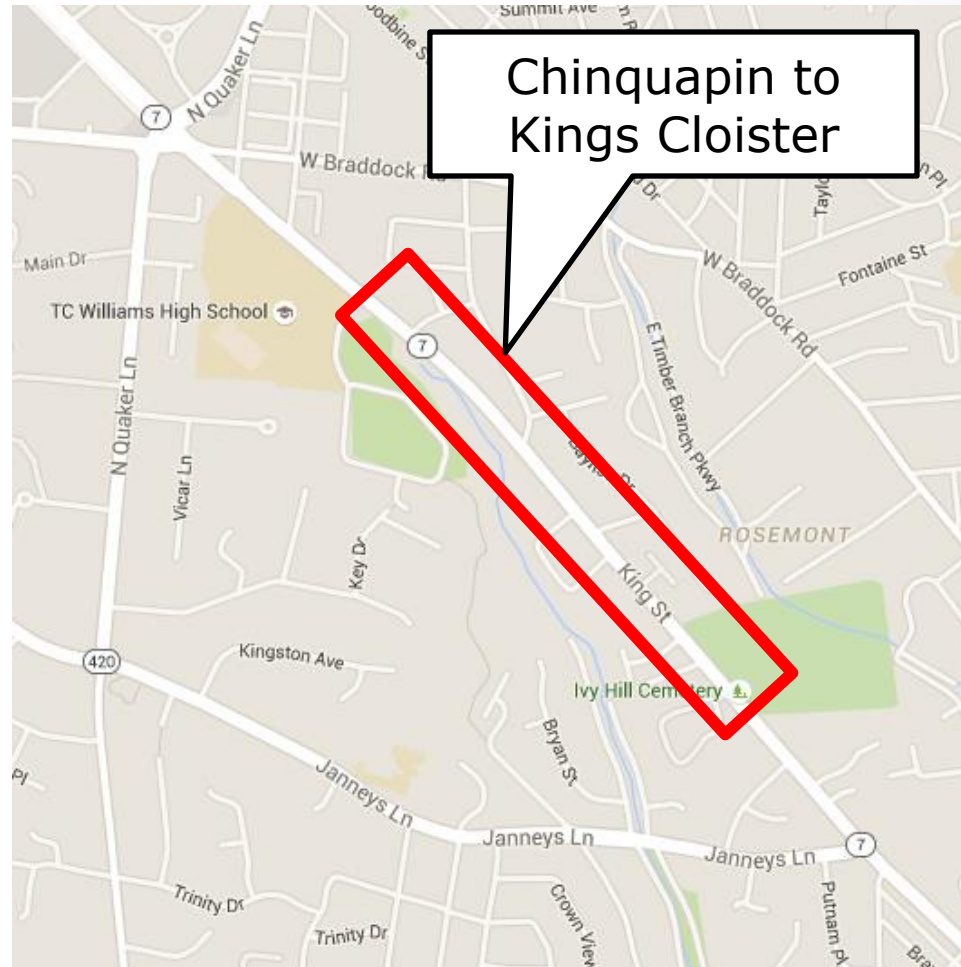


- Maintain two eastbound travel lanes with right turn lanes into TC and Chinquapin
- Provide one westbound turn lane with left lanes into TC and Chinquapin
- Provide Westbound bike lane to Kenwood



# Detailed Street Section – Chinquapin to Kings Cloister

- One lane eastbound and westbound with center/left turn lane
- Buffered bike lanes
- Planted pedestrian islands and crosswalks at intersection with bus stops





# Scroggins Road – Concept 1





# Scroggins Road – Concept 2





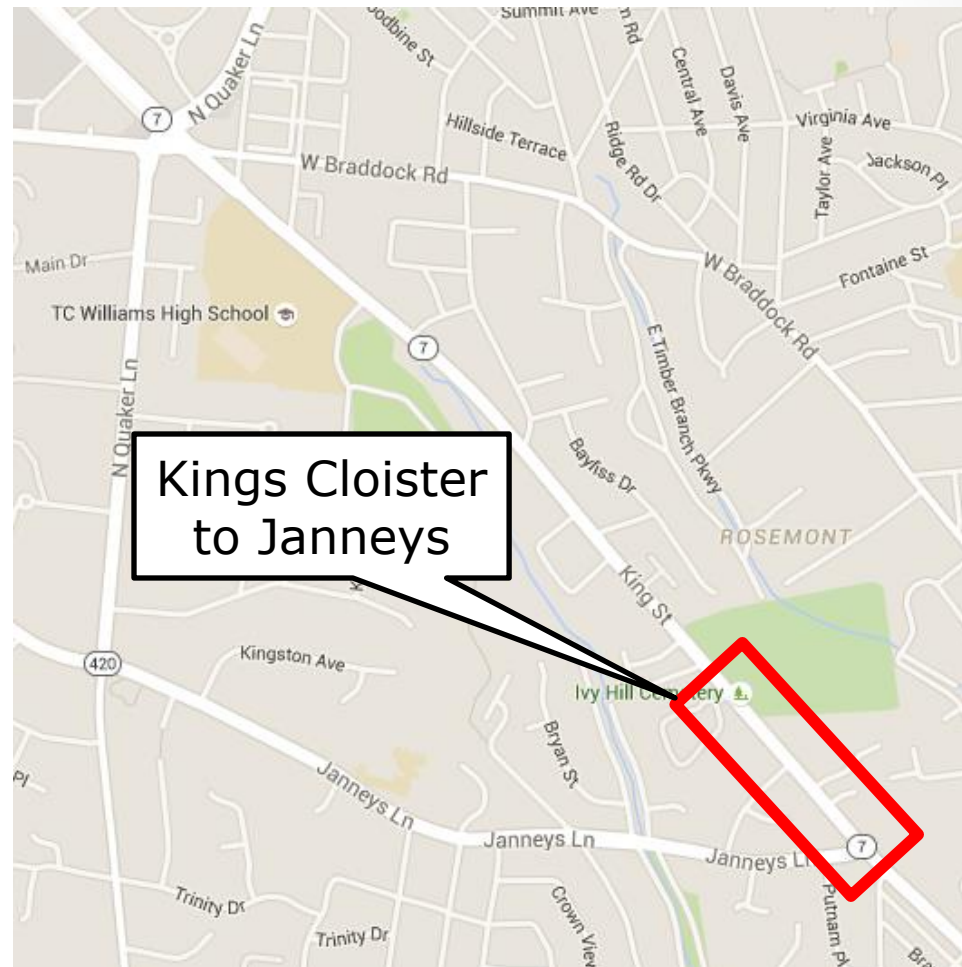
- One travel lane in each direction with center/left turn lane
- Planted pedestrian islands with crosswalks at Quincy, Tuckahoe & Albany
- Buffered bike lanes





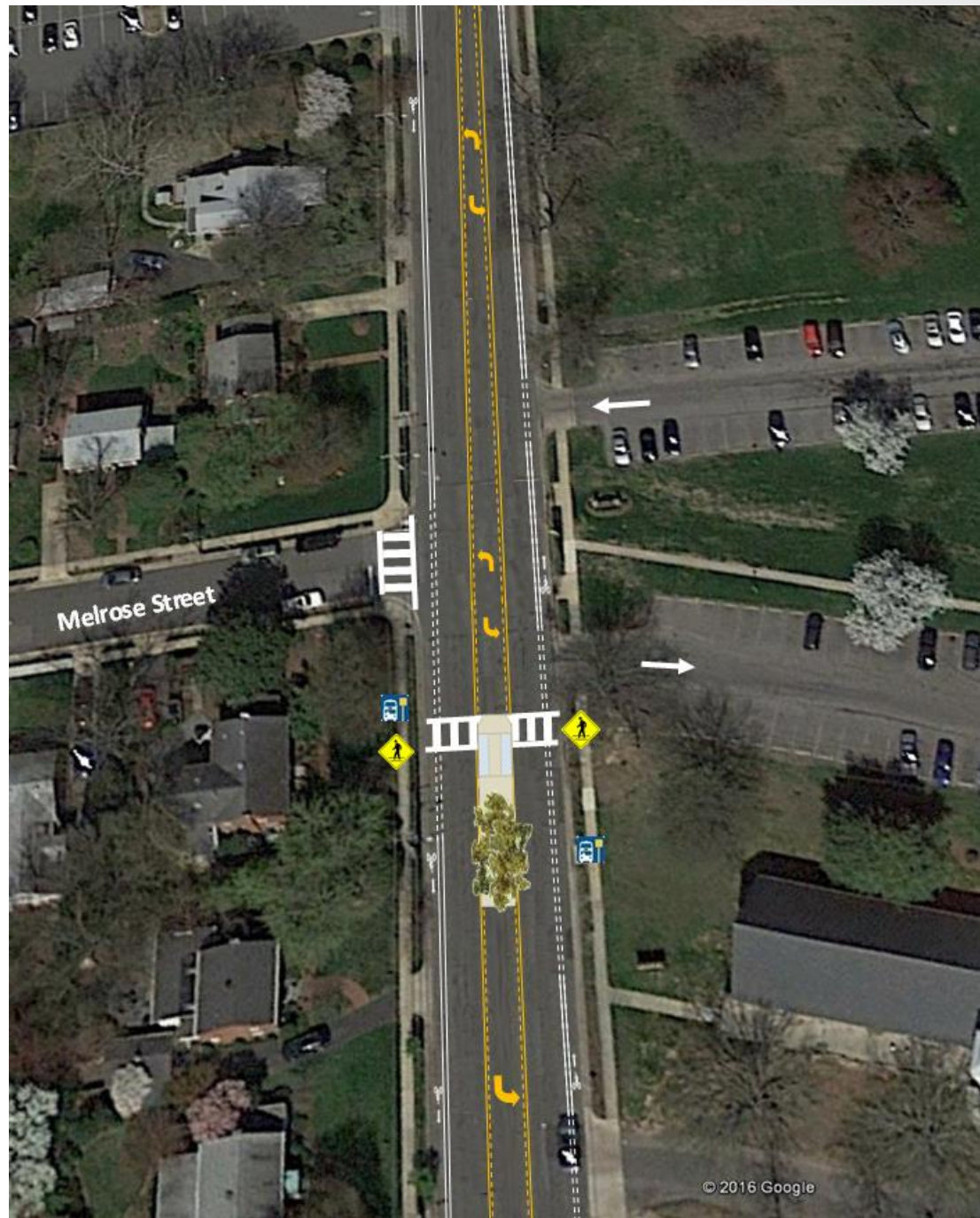
# Detailed Street Section – Melrose to Janneys

- One lane eastbound and westbound with center/left turn lane
- Buffered bike lanes
- Planted pedestrian islands and crosswalks at intersection with bus stops



# Melrose Street

- Replace two existing crosswalks with one
- Provide planted pedestrian refuge island and rapid flashing beacon
- Relocate EB bus stop
- Provide left turn lanes to get in and out of driveways and side streets





## The seal of the City of Alexandria, Virginia, is a circular emblem. It features a white sailing ship with three masts, positioned on a set of scales of justice. The scales are balanced, with the ship resting on the left pan. The background is blue, and the ship is sailing on green waves. The words "CITY OF ALEXANDRIA" are written in a circle around the top, and "VIRGINIA" is written around the bottom, separated by two small stars.

- 
- An aerial photograph of a residential street intersection. A road labeled "Janneys Lane" curves from the bottom left towards the center. A proposed green bike lane runs along the right side of the road, marked with yellow diagonal lines. A white arrow points to the start of the bike lane. A black and white striped crosswalk is visible on the right side of the road. A north arrow is located in the bottom left corner.

# Safety Benefits of Complete Street Design

- **Pedestrians**

- Shorter, safer distances to cross the street
- Lower vehicular speeds
- Greater buffer from moving vehicles
- Accessible crossings and bus stops

- **Bicyclists**

- Dedicated space to ride on the street
- Lower vehicular speeds
- Reduced conflicts with pedestrians and vehicles
- Provides missing link in citywide bike network

- **Drivers**

- Lower vehicular speeds
- Center turn lane reduces rear-end crashes
- Center turn lane eliminates the need to change lanes and reduces sideswipe crashes
- Increases sight distance and reduces left-turn turn crashes
- Easier to exit side streets and driveways

# Safety Benefits of Complete Street Design

- **Operational**

- Separates left-turning traffic and reduces delays
- Provides opportunity for vehicular traffic to pass buses at stops

- **Other**

- Pedestrian refuge islands provide opportunity for streetscape
- Creates a more residential character to the street
- Lower vehicle speeds encourage more pedestrian and bicycle activity and safer driver behavior
- Minimal travel time delays to drivers



# Community Concerns Regarding Complete Street Design

- Reduce speed limits from 35 mph to 25 mph
  - Optional addition to plan
- Turns in and out of driveways and side streets
  - Center turn lane and slower speeds
- Traffic back up at Janneys Lane
  - Right turn lane
- Congestion along corridor and traffic diversion to other neighborhoods
  - Traffic study and consistency with Federal Highway Administration study
- Turns from Scroggins Road
  - Two design options
- Need for traffic signal at Scroggins Road
  - Signal not warranted but baseline data was collected
  - Future traffic calming project with resurfacing
- Safety and access at T.C. Williams
  - Redesign of Kenwood intersection, turn bans, new turn lanes into TC Williams



# Questions about the Project



# Voting Exercise

## Scroggins Road Intersection

- ☐ Shorten crossing distance (Option1)
- ☐ Maintain left and right turn lanes onto King Street (Option 2)
- ☐ No opinion

# Scroggins Road – Concept 1





# Scroggins Road – Concept 2



# Voting Exercise

## Kenwood Avenue Intersection

- ☐ Ban lefts onto Kenwood except buses at all time
- ☐ Ban lefts onto Kenwood except buses during the peak times
- ☐ Ban lefts onto Kenwood except buses never
- ☐ No opinion



\*12 turns in both  
AM and PM peak

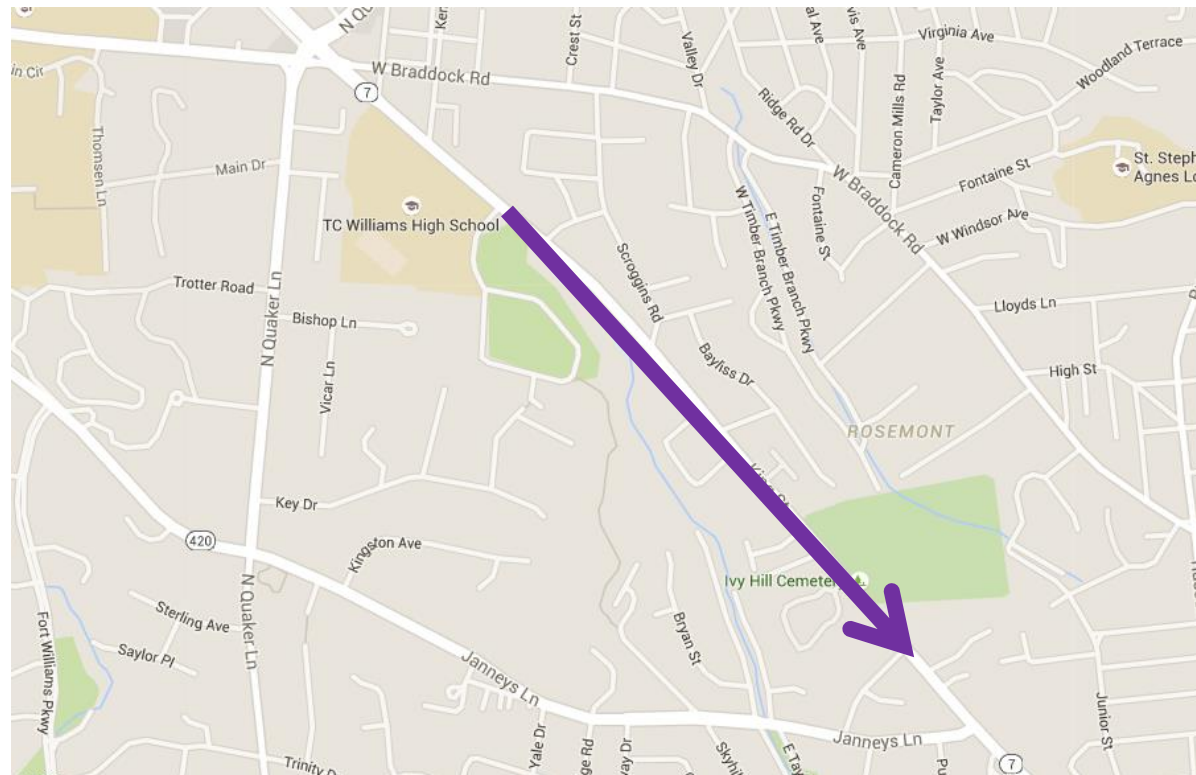


# Voting Exercise

## Speed Limits

- ☐ Maintain 35mph speed limit
- ☐ Propose 25mph speed limit with project
- ☐ Change to 25mph if post-implementation evaluation shows that street is appropriate for 25mph speed limit
- ☐ No opinion

.8 miles at:  
 35mph= 1m 21s  
 25mph= 1m 54s





# Voting Exercise Results

## Scroggins Road Intersection

Shorten crossing distance (Option1)	16
Maintain left and right turn lanes onto King Street (Option 2)	32
No opinion	5

## Kenwood Avenue Intersection

Ban lefts onto Kenwood except buses at all time	6
Ban lefts onto Kenwood except buses during the peak times	16
Ban lefts onto Kenwood except buses never	17
No opinion	13

## Speed Limits

Maintain 35mph speed limit	17
Propose 25mph speed limit with project	25
Change to 25mph if post-implementation evaluation shows that street is appropriate for 25mph speed limit	8
No opinion	2

# Next Steps

- Additional community input welcomed
  - <https://www.alexandriava.gov/86423>
- Staff to refine recommended design option
- Traffic and Parking Board – Public Hearing – Monday, May 23
  - <https://www.alexandriava.gov/TrafficParkingBoard>
  - City Hall Council Chambers, 7:30 pm
- Implementation – Summer 2016

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